

(amounting to 1,300*l.*) do not include the tower, the money for which is not yet forthcoming. The sum total requisite is 2,000*l.*, of which 900*l.* only have been yet realised.—The new church of South Otterington has been opened. It consists of a chancel, nave, north aisle, south porch, and tower, with a roof of equilateral pitch. The style is Norman, and the material stone, from Brusseleton, said to be capable of retaining great sharpness; and the wood work, English oak and memel timber. The chancel windows are of stained glass, by Wailes. The sittings are mostly free. Mr. Balvin was the architect; Mr. Joseph Holmes, clerk of works; Mr. John Webster, master joiner.—The arches of the nave and transept of Hatfield Church have been restored; the body of the church painted in oak; and the exterior is also undergoing restoration, by Messrs. Anelay, builders, of Doocaster. Other improvements, including an organ, are said to be contemplated.—The contracts for the Hull Cemetery have recently been making farther progress. "One of the cheapest things that ever I met with," says a correspondent of the *Hull Packet*, "is the contract for the erection of an engine-house, engine, &c., for 195*l.*" The outer drainage and surrounding culvert have been contracted for by Mr. Mosgrave for 400*l.* The drainage of the ground itself, which is to be done so as to enable graves to be dug 12 or 13 feet deep, is contracted for by Mr. Barker, for 159*l.* 6*s.* This is the cheap contractor above alluded to. All the works are in rapid progress, and bodies will soon be interred in the cemetery.—The Queen Dowager has contributed 20*l.* towards the building of a new church at Gateshead, now in course of erection.—The famous iron bridge at Sunderland has at length been made toll free. A profit of 79,666*l.* has been reaped from its tolls since its opening in 1796.—A new harbour is proposed to be erected at Macduff, in the north of Scotland. A plan by Mr. Bremner, engineer, Wick, has been mainly approved by Lord Fife's trustees. The probable estimate given in was about 55,000*l.*

RAILWAY JOTTINGS.

We lately, though with all the diffidence due where the opinion of so high a judicial authority as the Lord Chief Baron of the Exchequer was in question, ventured to say, that we did not agree with the chief baron in his judgment against provisional committees. His lordship no longer agrees with himself, it now appears, but is reeling round to our own humble opinion, so far, at least, as he has granted the application for new trials in two cases, which are at this moment exciting no little interest in the railway world and the law profession; and that on the ground, advocated by Attorney-General, and apparently held by his lordship himself, that the mere fact of a man being a member of a provisional committee was not sufficient of itself to render him liable for the debts of the company, as it amounted to no more than a promise of co-operation; unless he appointed, or assisted, actively or passively, in appointing, an acting committee or agent; for whose legitimate acts, moreover, alone, he is responsible. The *Times*, correctly we think, maintains that "if the directions of Chief Baron Pollock to the juries in the cases above mentioned be compared with the judgment of the Court of Exchequer, delivered by the same judge, they will be deemed irreconcilable." The feeling of a portion of the press has already begun to manifest itself to be now with the Lord Chief Baron, or at least with the Attorney-General, who is thus endeavouring to shake the hitherto received notion of the liabilities of committees, as virtual joint stock companies; and the advice of their counsel to compromise actions, so as to avoid a worse alternative, is not now likely to be so indiscriminately followed as it has been; nor their wholesale self-indicted exile to be longer persisted in. On the contrary, as observed by the *Bristol Journal*, "If this view of the question be admitted by the courts of law—and certainly it seems just—a host of families will be restored to their country, who, before this time, had nothing to look forward to but years of hopeless exile. It certainly carries with it the sympathies of most

people."—The Government appear to be extending their countenance to the electric telegraph, and appreciating its importance, more and more. A detailed and specific plan of operations is said to be contemplated for the establishment of an immediate electromagnetic communication between the royal palaces and the government offices, dockyards, garrisons, and fortresses, throughout the whole empire.—The Tunbridge Wells extension railway has been opened for general traffic. "The rail is nowhere above the surface of the town," says the *Morning Herald*. "At a considerable depth it passes under the very centre of it. From the former station, outside the town, it branches some 250 yards through a deep cutting, when it enters a tunnel 800 yards in length, which, within 70 or 80 yards, brings the visitor to the terminus." The station is in the Italian style. The terminus is close to the church, and as nearly as possible in the centre of the old and new towns. The tunnel forms two curves, and is said to be built with materials of the greatest solidity. The approach to the town on the Hastings side, by the Tunbridge Wells and Hastings line, is also by a tunnel, so that the existence of a railway at Tunbridge Wells is scarcely perceptible.—The cuttings for the London and York line began on Wednesday week at the north end of Barnaby Park and Islington. The terminus is to be between Gray's Inn and Baginbidge Wells road, at the north end of the Middlesex House of Correction.—The Great Western have given notice of application for powers to erect bridges over their lines where the public roads cross on the same level.—The South Western have purchased 200,000 fir sleepers, of a very heavy and durable nature, it is said, in Prince Edward's Island. Some of them have been already landed at the Southampton docks. They are almost ready to be laid down as imported.—Five tenders for the tunnelling of the Birmingham, Wolverhampton, and Sinaur Valley line from Navigation-street, Birmingham, towards the grand central station, have been lodged; and that of Mr. Henfray, of Manchester, for 69,612*l.* chosen. The length of this contract is about a mile and three-quarters. "There was one rather remarkable fact," says a correspondent of the *Morning Herald*, "connected with the whole of the tenders (on two contracts on this line, which by the way were below the parliamentary estimates)—namely, there was comparatively very little difference between them in amount, considering the magnitude of the undertakings. It was quite obvious that there were no random or hazardous efforts made to secure the work, but that all the proposals were based upon sound calculations."—The cost of the Bedford line, just opened, was 16,000*l.* to 17,000*l.* a mile. It is 16½ miles in length, of first-class gradients, being almost wholly on a dead level and of very easy construction. Five stations have been erected in the style of the offices scattered over the estate of the Duke of Bedford.—A contract for 60,000*l.* has been taken, and operations have been already commenced, for the enlargement of the Stratford station of the Eastern Counties, at the junction of the line, where a locomotive depot is to be erected on 10 acres of ground. It is said that 200 cottages for the servants employed by the company are also to be built near the same spot with small gardens attached.—The foundation pillog for the new railway station at Ely, an extensive building in the Italian style, is nearly completed.—All the contracts for the works on the Ely and Lynn line, between Ely and Denver sluice, have been taken up, and the whole is to be completed by July next, if labourers, masons, bricklayers, and carpenters can be found. At present workmen for stations, culverts, bridges, viaducts, etc. are at a premium, and there is considerable competition for good hands amongst the sub-contractors. The bridge over the Great Ouse will be the greatest work on this line. It will be 120 feet apart between the abutments, and 16 feet high, above low-water mark. The abutments, it is said, will be built of stone, with concrete foundations, sunk 20 feet under water. Semicircular piles have been driven in the stream, on each side of the river, which are boarded and caulked like a ship's hull, to keep off the water while the men are at their work. The line for the rest of the way to Ely will run nearly on a ground level, but will cross about 60 bridges, viaducts,

and culverts, over streams and wide drains; the district being intersected by the latter in all directions.

THE NUISANCE ACT NULLIFIED.

THE provisions of 9th & 10th Vict. c. 86, "For the more speedy removal of certain nuisances, and prevention of contagious and pestilential diseases," in cases "where the existence of any offensive or noxious matter can be proved;"—provisions from which great benefit was expected to result;—are likely to be altogether neutralised by the dilatory operation of this very Act for "speedy removal," as evidenced in a recent decision by Mr. Boderip, in the Thames Police Court, that the phrase and question of "existence" put the case before him (as it may do every other) out of his jurisdiction; the evidence, in that case, being to the effect, that though, on the 24th October, baneful effluvia were emitted from the sundry tons of putrifying flesh-adoring bones complained of, yet, when visited on Monday week, by witnesses for the defendant, the only effluvia emitted was the wholesome vapour of ammonia, a substance only calculated to antagonise the evil effects of the "villanous compound of smells" complained of, which was consequently not then in existence. Thus, in the lapse of time which the law allows, its provisions may be either nullified or evaded, and the most scientific evidence be rendered apparently contradictory. And thus too, by a quibble worthy of Maribus Scriblerus himself, the existence or non-existence of the noxious matter—namely, putrifying flesh and bones,—is identified with the existence or non-existence of the successive effluvia emitted by them, in the course of those changes incidental to the progress of putrefaction, during which identity of existence is sported with by that woodroos thimble-rigger Time, in a way scarcely comparable to any thing so aptly as to the subject-matter of the learned question of the identity of the existence of Sir John Cutler's worsted stockings, which were darned so long with silk, that it came at length to be a very grave and learned question, whether they were not silk stockings rather than worsted.

NEW BOOKS.

Gutch's Literary and Scientific Register and Almanack for 1847. Simpkin and Marshall.

This little work contains an immense mass of useful information, with all the conveniences of an ordinary pocket-book. We cordially recommend it, though architecture is treated rather shabbily; the chapter under that head consisting simply of part of a chronological table, published by Mr. Godwin some years ago (not acknowledged, by the way), and a somewhat similar table afterwards published by Mr. Griffith.

City, Town, and Country Architecture. By Mr. S. H. Brooks. No. 1. Williams, Strand. 1846.

The object of this work is to supply a series of original designs for street elevations, with working-drawings, specifications, &c.; and, if well carried out, it will be very useful. The wrapper, however, of the first No. is such a melancholy example of bad drawing and worse taste, that if we were certain it had been seen by the author, we should give up all hope for the book.

AINSLIE'S BAIRN BURNING KILN.—This kiln, for drying and burning bricks and tiles, is composed of various compartments, by which the heat from the first passes into the second, from thence into a third, and so on—thus economising the fuel; and, when the tiles in the first are burnt, the second are half-burnt, to which the greatest heat is then applied, and the chambers are taken in succession—the thorough drying of the bricks being completed by using the heat after it has completed the burning. This new apparatus has been proved on a large scale; and, unlike the common method, by which, frequently, one quarter of the article is spoiled, in this every brick and tile is said to be as perfect in shape as it entered, and as thoroughly burned.